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SECURITY INFORMATION

25X1A2g

0 22985

COUNTRY China

SUBJECT Numbering System for Railroad Rolling Stock
25X1A

PLACE ACQUIRED
(BY SOURCE)

DATE ACQUIRED
(BY SOURCE)

DATE (OF INFO) 1949

CIA

DATE

Aug. 53

Supplement to: 25X1A2g

Responsive to:

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Source or Clarifying Statement:

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2. Rolling stock utilized by Chekiang-Kiangsi and Canton-Hankow Railroads were numbered in no logical manner. In fact, many of the two axle freight cars had no numbers at all. The more modern freight cars bore numbers, [REDACTED] as to what division of a line had responsibility for assigning numbers. Numbers were not assigned by any central ministry such as Ministry of Transportation. Blocks of numbers were not specifically reserved for certain types of cars. A newly acquired batch of cars, whether of the same or different type, would receive a chronological sequence of numbers. Reuse of old numbers from junked cars was probably not possible as there was no workable inventory system.

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3. Locomotives were numbered according to model. Steam locomotives of a certain type acquired through UNNRA were divided up amongst the various Chinese rail systems. Each system numbered its locomotives arbitrarily, but chronologically. A rude form of number blocks thus developed. [REDACTED]

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4. As of 1949 side numbers of cars could be duplicated from one rail line to the next. Name of owning line was only means of differentiating. In practice, cars were not interchanged, but reloaded at terminals.

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